

land railway assembled at the Derby station for the purpose of receiving tenders for the construction of railways from Peterborough to Stamford, and from Syston to Melton, and for a junction from Sheffield to Manchester. The contract of Messrs. Mawson and Co., of Spital, near Doncaster, to complete the latter to eight months for 12,762l. was accepted; and the tenders by Mr. William Worswick, railway contractors, of Silsby, Leicestershire, to form the line from Peterborough to Stamford, a distance of twelve miles, for 47,000l.; and a branch from Syston to Melton, a distance of nine miles and a half, for 48,000l., were both accepted, and the two lines are to be completed in eight months. — Southwark Bridge has been provisionally sold to the North Kent (Vignoles's line), subject to their obtaining a bill, and the consent of the proprietors. The terms are stated to be 300,000l., or a rental of 12,000l. per annum. The Thames Embankment and Railway Junction contemplated the purchase and offered 150,000l. The width of the bridge is only 42 feet. — Last week an accident occurred on the Midland Railway, near Harnley, which caused the death of William Boteler, Esq., one of the commissioners of the Leeds Bankruptcy Court. Its origin is thus described in a local paper:—As the Leeds and London mail train, which is due at about five o'clock in the morning, was running between the Maccabrough and Cudworth stations, some part of the engine became out of order, owing to which the train was unable to travel beyond the rate of eight or nine miles an hour. In consequence of this, messengers were sent back to the Maccabrough station in order to procure another engine to carry the train on to Leeds. In the meantime the train proceeded at a slow pace, with the usual lights fixed behind, and when passing between the Wath and Darfield stations, the assistant engine came up behind at a rapid pace, and ran with immense force into the train. The conclusion was of course a tremendous one. The last carriage, which was second class, was forced up from the rails, and the buffers were driven through into the first compartment of a first-class carriage which preceded it. — As a curious instance of the prevailing speculative mania warping the probability of sound and honest men, the following anecdote is given in the *Railway Chronicle*:—A friend, not at all of a speculative turn, has become a director of a good and substantial project, the execution of which would certainly be a great metropolitan if not a national benefit. Meeting him, the following colloquy took place between us:—"You haven't applied for any shares?" "No; I have studiously avoided every new project." "But mine will be a great improvement to London; you know it is one of my hobbies, and that is the reason why I have joined the direction." "Well, viewing the matter in that light," I said, "I have no objection to having five shares." "Five shares?" inquired the director, with an air of surprise, not to say contempt. "Yes, five shares; that is as much as I care to have, for of course I should keep them." "My good fellow, it's of no use your asking for five shares; nothing less than fifty will be needed." "What am I to do with fifty?" "Don't sell them at a premium, which they are sure to bear." Of course I declined. Now, Sir, here was a man who I believe had become a director chiefly from patriotic motives, so bitten by the plague that though I made him a real offer to help his scheme to a small extent, he rejected my offer, or at least thought contemptuously of it, unless I converted it into a piece of unreality and of speculation.

FOREIGN ARCHITECTURAL AND COL- LATERAL INTELLIGENCE.

Newly-discovered Mural Painting by "Raphael."—(Florence, 21st Oct.)—A surprising discovery has been made here of late—viz. a picture *à fresco*, representing the *Last Supper*, on the wall of the refectory of a monastery in the Via Faenza, Florence. The place had been used as a coach-house, and it was known that some old painting existed there, but a large covering of indurated dust prevented any further insight into the matter. Generally, it was considered a work of Perugino, until M. Zotti tried to cleanse it; when the very first attempts showed a far superior style to that of the above Master, and shortly after, the initials of Ra-

phael's name, and the date 1505, left no doubt as to its authorship. The picture, full of the youthful buoyancy of Raphael, and in the style of his first Florentine period, is very important for the history of art—the more so, as it will be easy to restore it completely. It belongs to the owner of the coach-house, who has had it already protected by a wall, but it is to be hoped, that such a splendid performance will pass into the hands of Government for the general use of the public.

Statuary embellishments of Brussels and other Cities of Belgium.—Statuary, like other arts, received some impulse at the late declaration of Belgian independence—as W. Geefs obtained a great name by the monuments he erected, commemorating the late political struggle; for instance, the imposing structure on the Martyr-place of Brussels; the statue of General Billard in the Park, &c. This impulse was still more fostered, by Government deciding on erecting monuments to all their great; the expenses of which were placed on the rolls of the budget. Thus Antwerp obtained its monument of Rubens, Luttich Gretry; while it is certain, that the statues of Godefroy de Bouillon, Charles V., and Frisart, will soon adorn the public squares of Brussels, Ghent, and Chimay. The return, moreover, of religious liberty, has allowed the spirit of mediæval architecture to move unshackled in any direction. Thus the choir of the Holy Virgin church of Antwerp has been of late ornamented with carved stalls; which have not their equals in Europe, executed by Geerts, professor of sculpture in Löwen. He and Bouré have also been amongst the best late exponents of sculpture at Brussels. This art will now have the more scope in Belgium, as the Government and the Common Council (S) of that city have come to the resolution of having executed the 150 or 200 statues, which are required for the ornamenting of their Town-hall. M. Bouré has received orders for executing eight, at 800 francs each—the price of the marble not included. It is said, that by the middle of next year, the new restored façade of the Brussels Guildhall will be ornamented with about twenty statues of their sovereigns and chief magistrates. — (*Allgemeine Zeitung*.)

Railway through, and over, the Alps.—In these "times" of railway disappointment, we may as well say in the way of preface, that there is nothing adventurous or unsound in the financial of the above gigantic plan—as the first nobility (landed proprietors) of Genoa, Turin, Milan, and Chur are amongst the originators and shareholders of this undertaking; Marquis Giustiniani (chairman) of Genoa, Barboroux and Co., of Turin, &c. 164,000 francs (the 120th part of the whole sum) have been, in fact, already put aside for the preparatory plans and other business. The line of this stupendous undertaking is the following. From Rorschach to Chur; it is to go over Rheineck and Ragaz. Up to this place, and even further up to Reichenau, neither the slope, nor other circumstances of the land, present any considerable difficulties. More difficult will be the further tract, either through the Vorder-Innthal, or the Bündten Oberland. Here, in a direction of E.N.E. to W.S.W. the slope is 3,400 feet to a distance of about sixteen leagues. On the north side, there are few valleys between the Vorder-Innthal and the main tier of the mountains. Then follows the Medler valley in a south-west bent, and reaches up to the Lukmanier pass. Most intelligent surveyors assume, that it will be over this mountain that the passing of the Alps (?) will be most easy, as it is the lowest of all in this part of the country, viz. 5,600 feet absolute height. The *Monte Lucmanius* was known in very ancient times, and constantly used as a transit point into Italy. (Another project independent of the present, of a railway from Lyon to Turin, is to pass Mount Cenis.) The exact place where the rails are to be laid here for meeting those of the Valley of Illegno, on the other side of the tier, is not yet decided upon. Other tracts also, for instance, over Bellens in Locarno do not present insurmountable difficulties. It is calculated that ten years will suffice for connecting the lake of Constance with Turin and Genoa. It may be the case, that the first rails

* A very moderate price, indeed—even if the cheapness and greater simplicity of Continental living is considered.

will be laid next spring, pushing the work in two directions, towards Chur and Olivone, and Locarno.

The Working Classes in Holland.—The educational system of that country is placed on a universal basis, as it affords to all children, of whatever condition or creed, the opportunity of learning to read, write, and arithmetic. It is now intended, that one step more should be made in this direction, and besides these schools of literal education, schools of industry are urgently called for, where all poor children are to be instructed in some or other branch of technical skill. The latter, very truly, is considered even, under actual circumstances, the more important, as this is the only way of vigorously combating pauperism; and until this second more important desideratum is accomplished, the state has done only half its duty.

Great Helvetic Railroad Company at Berne.—This company projects an important addition to the railway net of the continent, by connecting the Lake of Constance with that of Geneva. It will start from Constance, and after passing through the cantons of Thurgovie, Zurich, Zug, Luzern, and Berne, have its other terminus at Freiburg and Yverdon. The society claims all metallic or other useful mineral substances laid upon by their operations, and the free importation of engines and materials from foreign parts, if such be necessary.

Immense Fire-engine at Paris.—A company of the 42nd regiment of the line, which has been placed at the disposal of M. Lescrau, the inventor of this powerful engine, are engaged to try its force, and the experiments up to this time have been very satisfactory. It is placed in a vessel moored off the Quai Malesherbes, near the Pont des Saints, Paris, and projects streams of water at a great distance. An especial commission of the Académie des Sciences (R.S.), and of the Minister of the Marine have been deputed for these experiments. There are 100 men placed at the beam, and the pump projects every minute 2,500 litres of water, at a height of 120-130 feet above the level of the river, which makes 1,500 hectolitres the hour. It was the common council of Marseilles, that in consequence of the great fires of last year, resolved in order Mr. Lescrau (surveyor of the marine and the bridge and road departments) to build a pump-vessel and engine, according to his views. — (*Le Constitutionnel*.) J. L.—v.

MUSEUM OF NATIONAL ANTIQUITIES.

OUR anxiety on this subject is known to our readers, and many of them will participate with us in the wish that a report to the effect that Lord Prudhoe has offered his collection of national antiquities to the British Museum, on condition that the trustees will set apart a proper place for the reception of collections bearing on the same subject, may be true. The committee of the Archaeological Institute are said to be the parties to the proposal.

USING NAMES WITHOUT PERMISSION.—Mr. Barry Baldwin, M.P., obtained summonses at Bow-street, last week, against the projector and solicitor of a railroad for using his name in the list of provisional committee without first obtaining his consent. They were granted under the 7th & 8th of Victoria, chap 110, the 65th clause of which enacts, "That, as great injury has been inflicted upon the public by companies falsely pretending to be patronised, or directed, or managed by eminent or opulent persons, now, for the purpose of preventing such false pretences, be it enacted, with regard to every company, or pretended company whatsoever, whether registered or not, and whether now existing or not, that if any person shall make any such false pretences, knowing the same to be false, in any advertisement or other paper, whether printed or written, and whether published in any newspaper or handbill, or placard, or circular, then every such person shall forfeit for every such offence a sum not exceeding ten pounds."

NEW WEST-END POST OFFICE.—Several houses on the south-side of Piccadilly, near St. James's church, have been sold for the purpose of being immediately raised to the ground, on the site of which is to be erected a capacious new Branch General Post-office.